

CITY OF LINCOLN

FIVE YEAR

ROADWAY CAPITAL IMPROVEMENT PLAN

FY 2014 THROUGH FY 2018

DECEMBER 2012

Prepared by:


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Appendix Roadway Construction and Maintenance Program Maps

1. EXECUTIVE SUMMARY

This Five Year Roadway Capital Improvement Plan (RCIP) for the City of Lincoln was developed by Prairie Engineers of Illinois to provide a strategic plan for capital investments in the City's roadways and associated infrastructure. This is the first year of the new RCIP which will be updated annually. The RCIP identifies anticipated transportation revenues and other potential funding, establishes a list of transportation improvements deemed necessary to enhance and maintain the City's transportation system at acceptable levels, and matches revenues to targeted investments in the transportation system.

1.1 Goals

The primary goal of this document is to provide a guideline for current and future capital investments in the City's roadway system. The projects recommended by this plan may vary as the plan is updated due to changes in funding and priorities. This plan is intended to allow the citizens and elected officials of our community to review roadway and associated projects planned for the next five years. It will serve as the basis of a discussion which shapes the City's future investments in roadway infrastructure.

As pavement condition deteriorates over time, maintenance costs increase significantly. Timely maintenance can significantly postpone the need for more costly rehabilitation and reconstruction measures. This document is also meant to serve as a guide for the efficient management of the City's roadway network. It will assist in making better decisions regarding where to apply the City's limited funds to best manage the City's roadway maintenance, rehabilitation, and reconstruction programs.

1.2 Anticipated Transportation Revenues

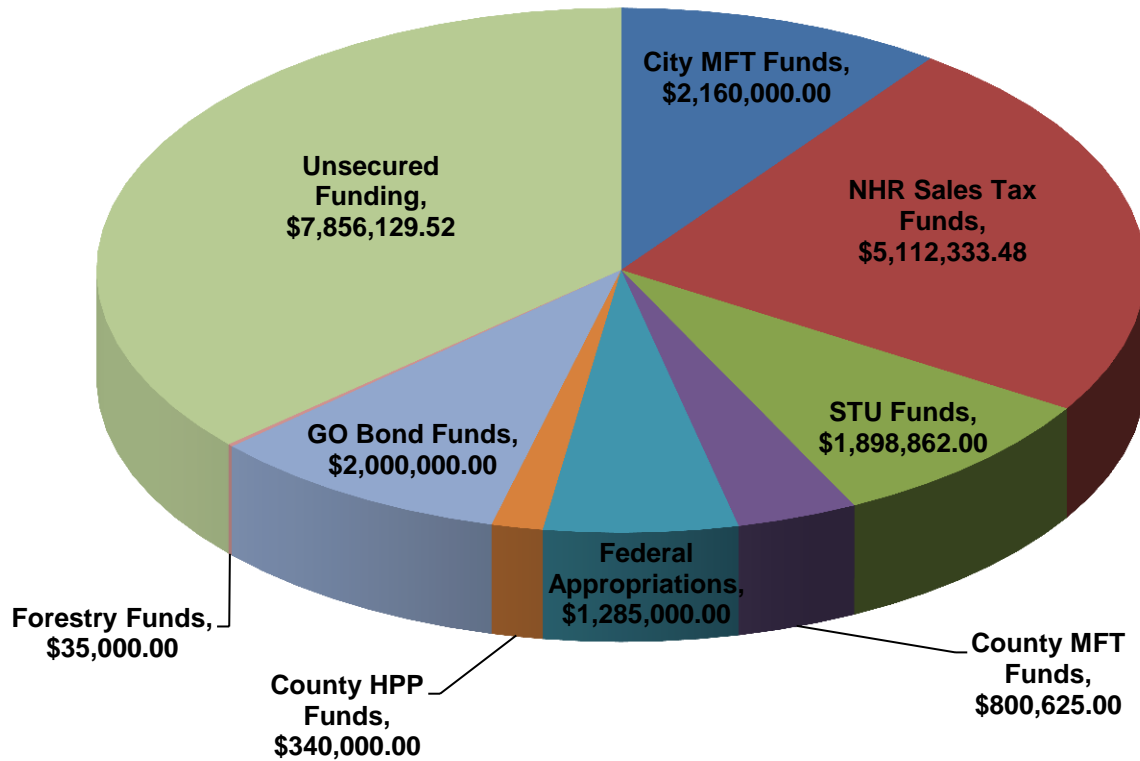
The City's transportation system is funded from many sources. Primary funding sources for transportation capital improvements include:

- City Motor Fuel Tax (MFT) Funds
- Non-Home Rule Sales Tax Funds (Infrastructure Funds)
- Federal Surface Transportation Funds – (STU)

These three funds currently have a collective balance of just under \$3 million and yield slightly more than \$1 million per year. Expenditures in this plan are based upon a budgetary assumption of minimal or no growth in revenues for these funds over the next five years.

The plan also includes potential projects that are currently unfunded in the five year term. Funding for these projects may come from federal or state transportation grants, additional allotments in existing federal and state transportation funding, greater than anticipated revenue growth in existing funding sources, or private investment.

1.2.1 RCIP Funding Sources Summary – Through FY 2018

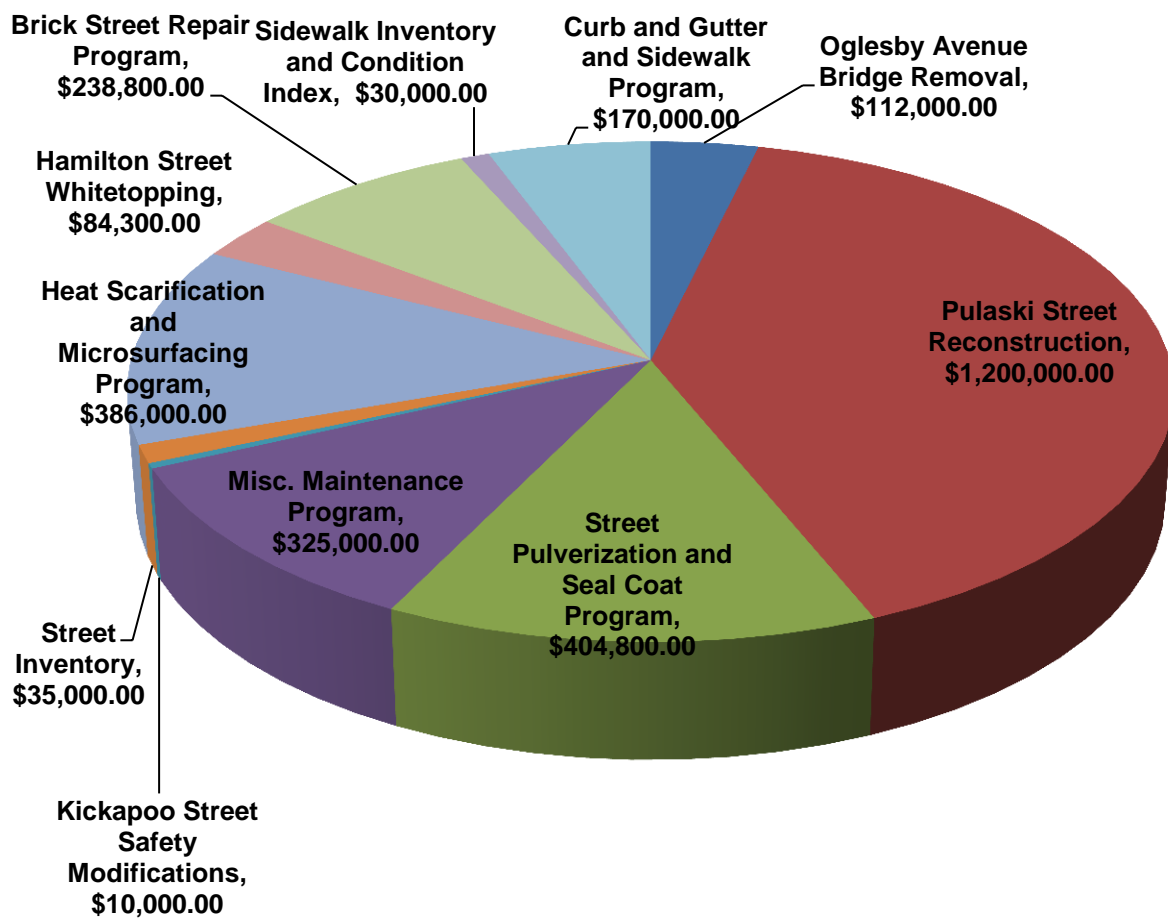


1.3 Estimated Individual Project Costs

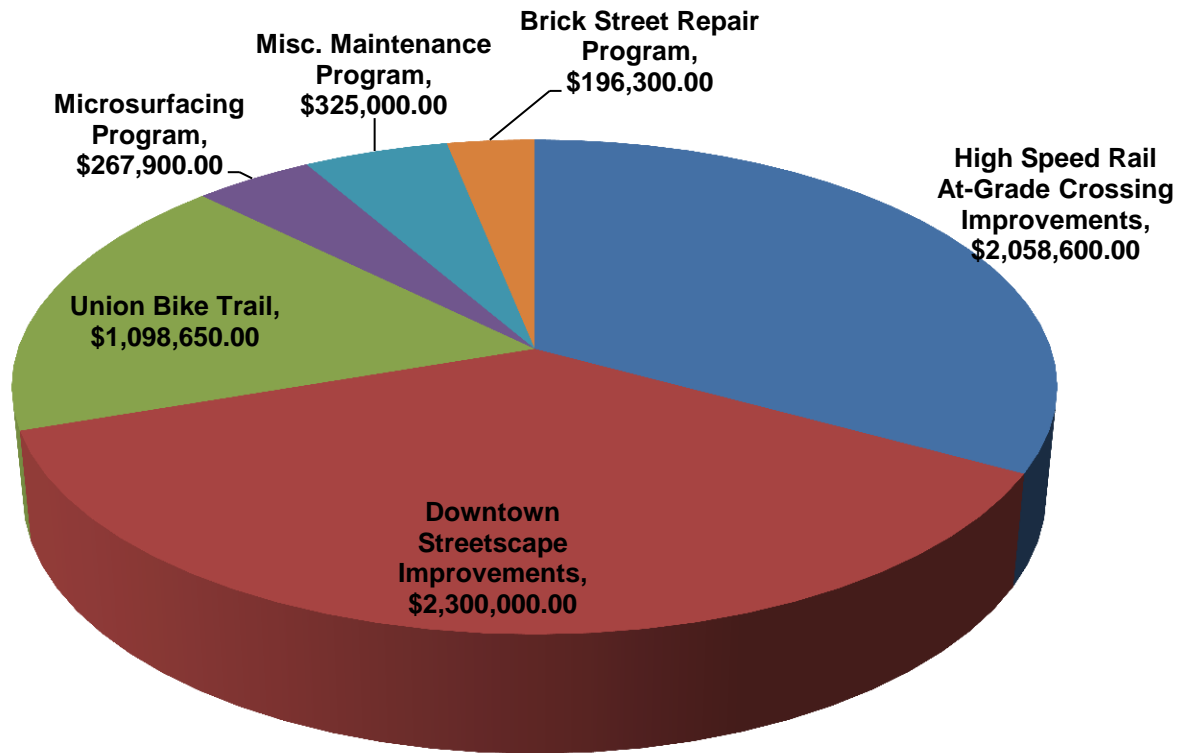
Most of the project costs contained in this document are conceptual level estimates. They are intended to provide the City with a sufficient level of detail to make funding decisions regarding the size of the yearly program and the feasibility of specific projects and programs. The actual costs of individual projects may vary as the project progresses and more detailed cost estimates are developed.

The figures below summarize the roadway program for each of the five planning years. More detailed information is available in Sections 2 and 3 of this Plan.

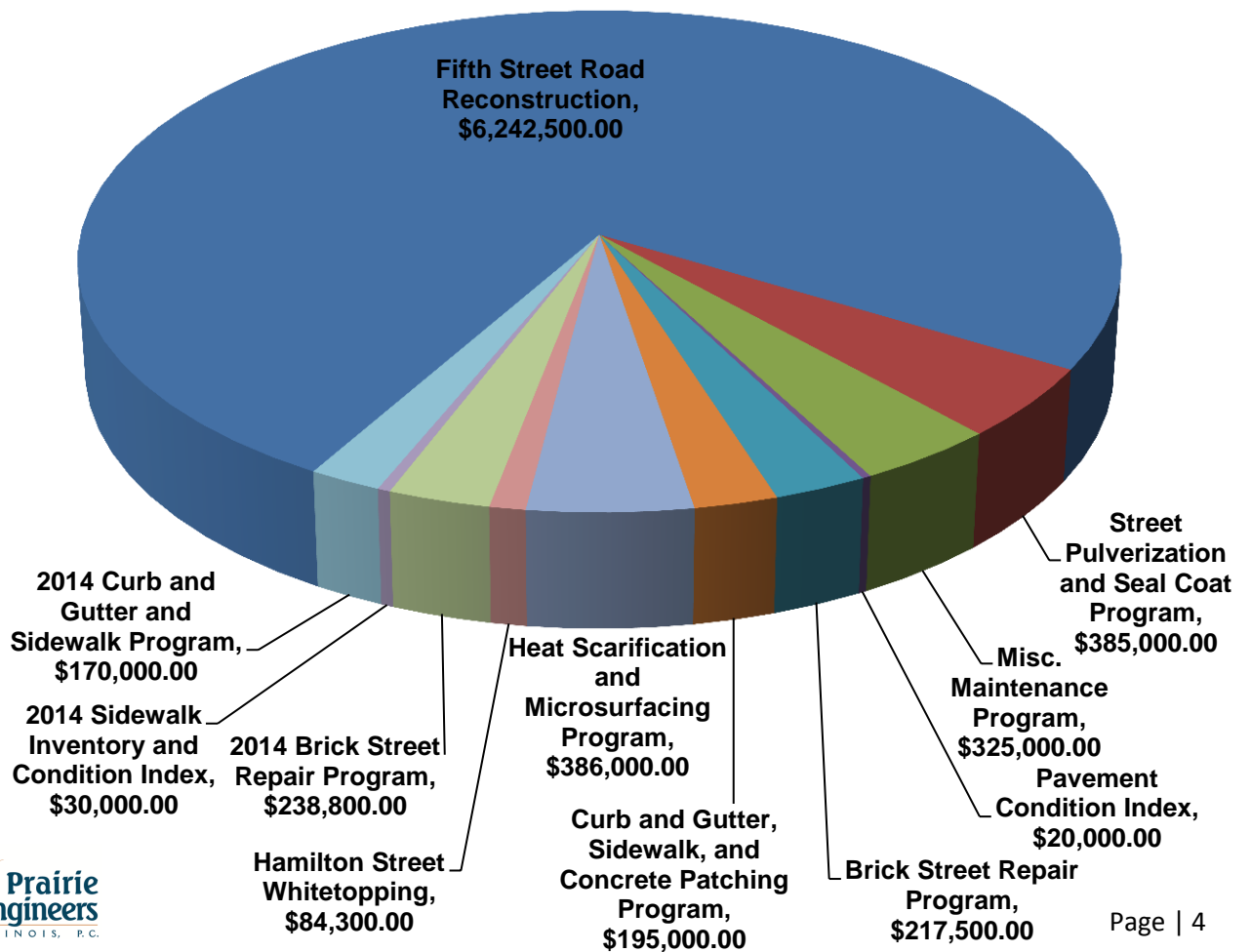
1.3.1 Roadway Program (FY 2014)



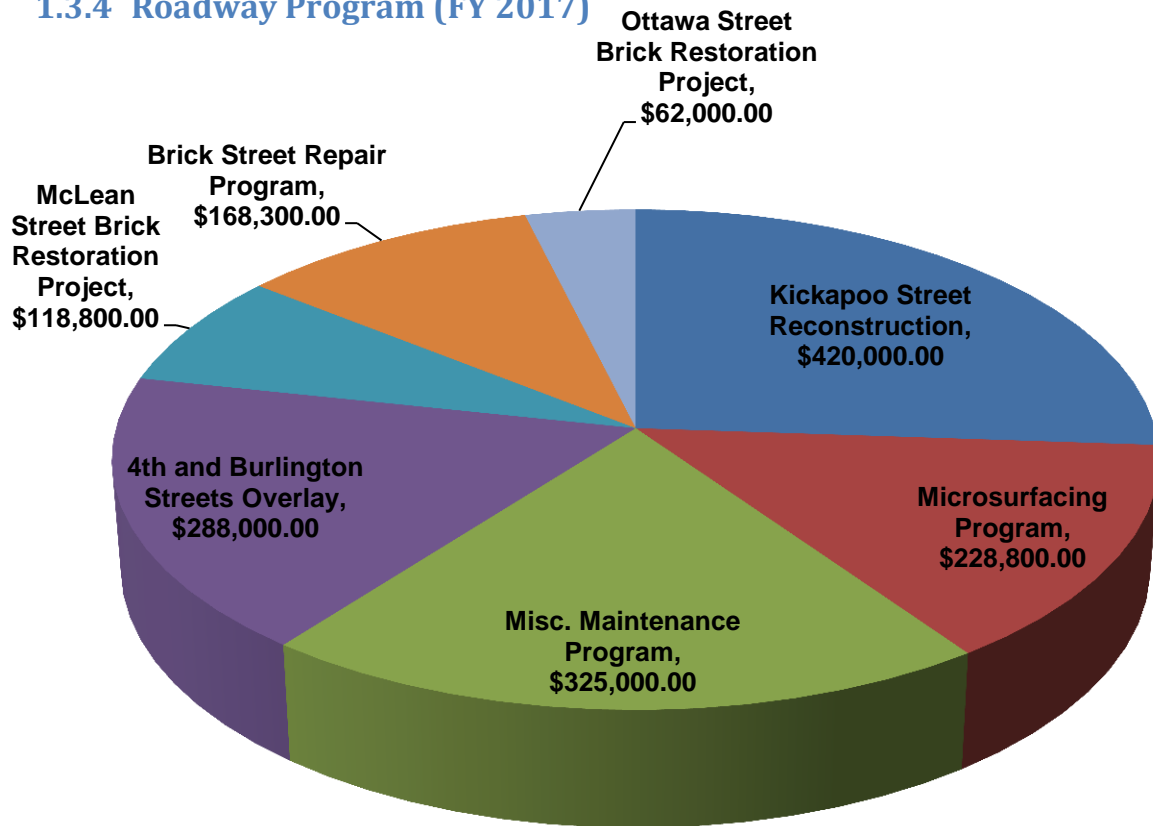
1.3.2 Roadway Program (FY 2015)



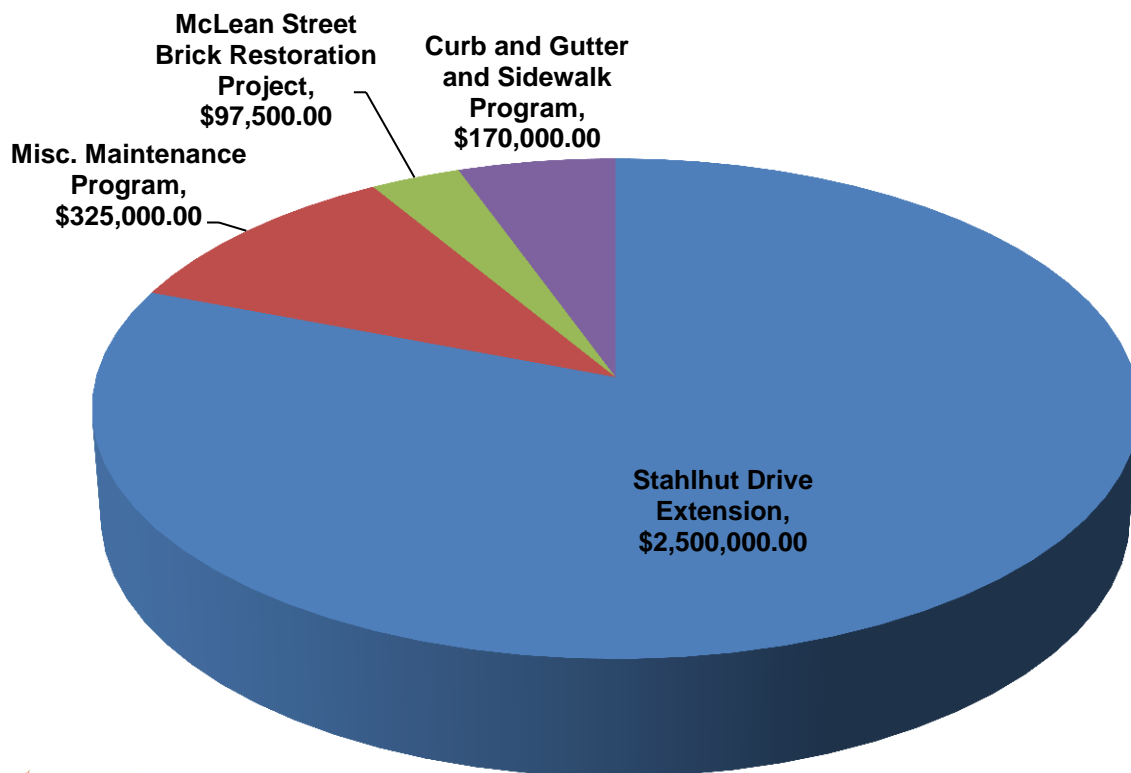
1.3.3 Roadway Program (FY 2016)



1.3.4 Roadway Program (FY 2017)



1.3.5 Roadway Program (FY 2018)



1.4 Plan Scope

This document is intended only to plan for transportation related expenditures paid for with transportation or general funds. Anticipated capital expenditures which are related to the City's transportation network, but which have not been incorporated into this document include:

Emerald Ash Borer Management Program

Although not yet confirmed to be present in Logan County, it is anticipated that the Emerald Ash Borer (EAB) will be confirmed to exist here within the next two years. Following infestation, every Ash tree in Lincoln is expected to die within 10 to 12 years if left untreated, resulting in large unfunded costs to the City for the removal of publicly owned dead ash trees.

In order to manage the costs associated with this infestation, a management plan should be developed. This plan should inventory publicly owned trees and explore options such as proactive removal of Ash trees and replacement with other varieties, and chemical treatment to save Ash trees.

Sewer Collection System Maintenance and Upgrades

Although not included in this RCIP, both storm and sanitary sewers have an enormous impact on the condition of City streets. Storm sewers are critical to removing stormwater from the streets to improve safety and to preserve street integrity. In addition, the City's aging sanitary and combined sewer system impacts the condition of streets as defects in the pipes create sinkholes and repairs create patches – both of which degrade the condition of our streets.

In order to avoid making unwise investments in street infrastructure, and to properly manage our sewer system, a condition assessment of the City's sewers should be developed in the next fiscal year. With this information, a sewer capital improvement plan can be developed and coordinated with the update of this plan.

1.5 Complete Streets

"Complete Streets" refers to public rights-of-way that are designed and operated to provide a safe and accessible transportation network for all users, including pedestrians and bicyclists, regardless of age or ability. This context-sensitive approach considers all transportation projects as potential opportunities to improve safety, access, and mobility for all travelers.

The City of Lincoln should consider the following criteria when designing transportation projects as opportunity and funding permit:

- The types of users of the transportation system, including pedestrians, bicyclists, and personal and commercial vehicles
- The project surroundings in context with how the facility will be used and who will be using it to determine what accommodations will be provided

2. Proposed Roadway Improvement Projects and Programs

The roadway programs and projects proposed in this document were primarily developed using the City's Roadway Condition Index as prepared by Prairie Engineers in November of 2012. The proposed programs and projects have been prioritized to maximize the return on investment in the City's infrastructure and to rehabilitate or reconstruct the majority of those streets that are in poor or failed condition.

Maps depicting the locations of various maintenance and construction segments are contained in the Appendix and further described below.

2.1 Roadway Maintenance Program

Regular system maintenance can delay the necessity of very costly pavement rehabilitation and reconstruction projects and is by far the best investment that can be made in a City's roadway infrastructure. Maintenance measures which the City should implement or continue include crack sealing and spot patching to seal the pavement surface and prevent water from entering the pavement base. Additional required maintenance activities include gutter cleaning, snow removal and salt spreading, traffic signal maintenance, and the cleaning of inlets and culverts. An annual maintenance program of \$325,000 is included in this roadway capital improvement plan.

2.2 Street Pulverization and Seal Coat Program

Pulverization of existing pavements reduces the cost of street reconstruction by recycling the existing pavement materials in place. Pulverization involves "grinding up" several inches of the existing pavement surface and base, then regrading and compacting the recycled material to form a new smoother roadway base and eliminating previous surface defects. A new "oil and chip" surface layer or seal coat is then applied to the reclaimed base completing the rehabilitated roadway. This procedure is a cost-effective alternative and can extend the life of existing oil and chip streets.

Seal coating is a cost-effective pavement preservation method used to seal existing bituminous streets with surface cracking. It is effective at sealing the pavement surface and will prolong the life of a pavement so long as the existing pavement is in stable condition and crack widths are not excessive.

This plan proposes the pulverization and seal coating of 4.3 miles of Lincoln's oil and chip and poor asphalt pavements in FY 2014. An additional 4 miles is programmed for FY 2016. A total of 8.6 miles of street not requiring pulverization will be seal coated in FY 2014 with an additional 8 miles to be seal coated in FY 2016. The total cost of this combined program is estimated at \$789,800 in this plan.

2.3 Microsurfacing Program

Micro-surfacing is a polymer-modified asphalt and aggregate mixture designed to protect the pavement and provide a skid-resistant wearing surface. Applied to an existing bituminous pavement, it can extend the life of a stable pavement for approximately 8 to 10 years and provide a cost-effective “upgrade” to pavements. Microsurfacing is programmed for 5.4 miles of Lincoln’s streets in FY 2015 with an additional 4 miles of streets programmed in FY 2017. Microsurfacing may follow seal coating of a street segment from the previous fiscal year. This “Cape Seal” method ensures that the pavement surface is sealed prior to microsurfacing. This program is estimated to cost a total of \$496,700 for both years.

2.4 Heat Scarification and Microsurface Program

Heat scarification, as its name implies, involves the heating and scarification, or breaking up of the surface layer of an existing bituminous pavement surface. The bituminous material is then typically mixed with additional bituminous material or a rejuvenating compound and compacted to form a new pavement surface. The surface must then be sealed with a microsurface or other sealant. Heat scarification reduces cost by recycling existing pavement materials and is appropriate for the rehabilitation of bituminous streets that are in relatively stable condition but whose surface has irregularities (small bumps or washboarding) and is beginning to deteriorate.

Heat scarification and microsurfacing is programmed for approximately 2.6 miles of Lincoln’s streets in FY 2014 at a cost of \$386,000.

2.5 Brick Street Repair Program

As identified in the City of Lincoln’s Roadway Pavement Condition Index, the City’s brick streets are in generally poor condition. Minimal maintenance has been performed over the years and existing utility cuts have typically been patched with concrete which has severely reduced the rideability or smoothness of these streets. However, although they have a high initial cost, brick streets have a very low life cycle cost due to their durability. Brick streets also contribute to the historic character of our community.

This plan proposes the development of a long term program to begin repairs to the City’s remaining brick streets by replacing concrete surfaced utility cuts with original bricks reclaimed from other roadway reconstruction projects. An average of just under \$200,000 per year has been programmed and is estimated to be able to partially restore three to four blocks of existing brick streets each year to significantly improve rideability.

2.6 Sidewalks, Curb and Gutter, and Concrete Patching Program

The City of Lincoln does not currently have an accurate inventory of the location or condition of the City's sidewalks. Many of the City's sidewalks and access ramps do not meet the requirements of the American's with Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG). In addition, many of the City's streets do not have curbing and gutters to control stormwater runoff.

Sidewalks and curb and gutter are currently constructed or repaired as applications are made by citizens and approved by the City Council. An inventory of the City's Sidewalks including an assessment of their condition has been programmed for FY 2014 to help prioritize these improvements. In addition, this plan has programmed \$170,000 every other year to repair and construct new sidewalks and curb and guttering. This amount is sufficient to construct 2,700 feet (7 blocks) of new sidewalk and 6,000 feet of curb and guttering every other year.

As a cost savings measure, an additional \$25,000 has been added to this program in FY 2016 to perform concrete patching on Heitmann Drive.

2.7 Individual Street Reconstruction Projects

In addition to the programs detailed above, several individual street reconstruction projects are programmed as follows:

Oglesby Avenue Bridge Removal Project - \$112,000

This project involves the removal of the existing Oglesby Avenue Bridge over Brainards Branch and the construction of a cul-de-sac south of Brainards Branch. The project also includes either the development of a cul-de-sac north of Brainards Branch or pavement removal between Brainards Branch and 20th Street. This project is programmed for FY 2014.

Pulaski Street Reconstruction Project - \$1,200,000

This project includes the total reconstruction of Pulaski Street between Hamilton and Ladue Streets as a 30 foot wide concrete street along with the reconstruction of the adjacent existing sewers and sidewalks. This project is programmed for FY 2014.

Kickapoo Safety Modifications - \$10,000

This project includes the installation of rumble strips and new paint pavement markings along south Kickapoo Street south of Wyatt Ave. to calm traffic speeds and to discourage lane movements. This project is programmed for FY 2014.

Hamilton Street Whitetopping Project - \$84,300

This project includes the milling of the existing surface and overlay with concrete of one block of Hamilton Street between Broadway and Pulaski Streets. This project is programmed for FY 2014.

High Speed Rail At-Grade Crossing Improvements - ~\$2 million

The total reconstruction of portions of Decatur, Clinton, Pulaski, and Broadway, and Pekin Streets between Sangamon and Chicago Streets along with Sangamon and Chicago Streets between Decatur and Pekin is currently anticipated in FY 2015. This effort will also include the reconstruction of adjacent sidewalks.

This project is required to accommodate roadway approaches for the Illinois High Speed Rail corridor project between St. Louis and Chicago and will be designed and constructed by the Illinois Department of Transportation and the Union Pacific Railroad. The City of Lincoln has requested that these sections of street be reconstructed with a brick paving surface to reflect the historic nature of our City and the railroad district. It is anticipated that a portion of the additional cost associated with brick paving will be paid for by the City of Lincoln.

Downtown Streetscape - \$2,300,000

The City of Lincoln has applied for a transportation enhancement grant from the Illinois Department of Transportation for the design and implementation of a downtown streetscape of twelve blocks surrounding the Logan County Courthouse in Downtown Lincoln. This project is currently unfunded and is tentatively programmed for FY 2015.

Union Bike Trail - \$1,098,650

Logan County has applied for funds to purchase an existing unused railroad corridor and construct a bike trail from Adams School north to Kickapoo Creek. It is anticipated that although the project will be constructed by Logan County, some financing and total ownership of the bike trail will be transferred to the City of Lincoln upon completion. This project is currently unfunded and is tentatively programmed for FY 2015.

Fifth Street Road Reconstruction - \$6,242,500

This project includes the total reconstruction of Fifth Street Road between Lincoln Parkway and Interstate 55 including an upgrade from a rural cross-section to an urban cross-section with curb and guttering and storm sewers, and an adjacent bike trail. This project is programmed for FY 2016.

Kickapoo Street Reconstruction - \$420,000

This project includes the total reconstruction of South Kickapoo Street between Wyatt Avenue and Clinton Street as a concrete street along with the reconstruction of the adjacent existing sewers and sidewalk. This project is programmed for FY 2017.

Fourth and Burlington Streets Patching and Overlay - \$288,000

This project includes the patching and overlay of Nine city blocks of existing deteriorated concrete pavement with a bituminous overlay. The areas to be overlaid include Fourth Street (between State and Maple Streets) and Burlington Street (between Kickapoo and Commercial Drive). This project is programmed for FY 2017.

McLean Street Brick Restoration Project - \$118,800

This project includes the removal of an existing bituminous overlay and the partial restoration of the existing brick street beneath. This project is for one block of McLean Street between Broadway and Pekin Streets and is programmed for FY 2017.

Ottawa Street Brick Restoration Project - \$62,000

This project includes the removal of an existing bituminous overlay and the partial restoration of the existing brick street beneath. This project is for one block of Ottawa Street between Union and Broadway Streets and is programmed for FY 2017.

Stahlhut Drive Extension Project - \$2,500,000

This project includes the extension of existing Stahlhut Drive north to intersect with Illinois Route 10 and provide a second point of access for the Abraham Lincoln Memorial Hospital. This project is currently unfunded and is tentatively programmed for FY 2018.

McLean Street Brick Restoration Project II - \$97,500

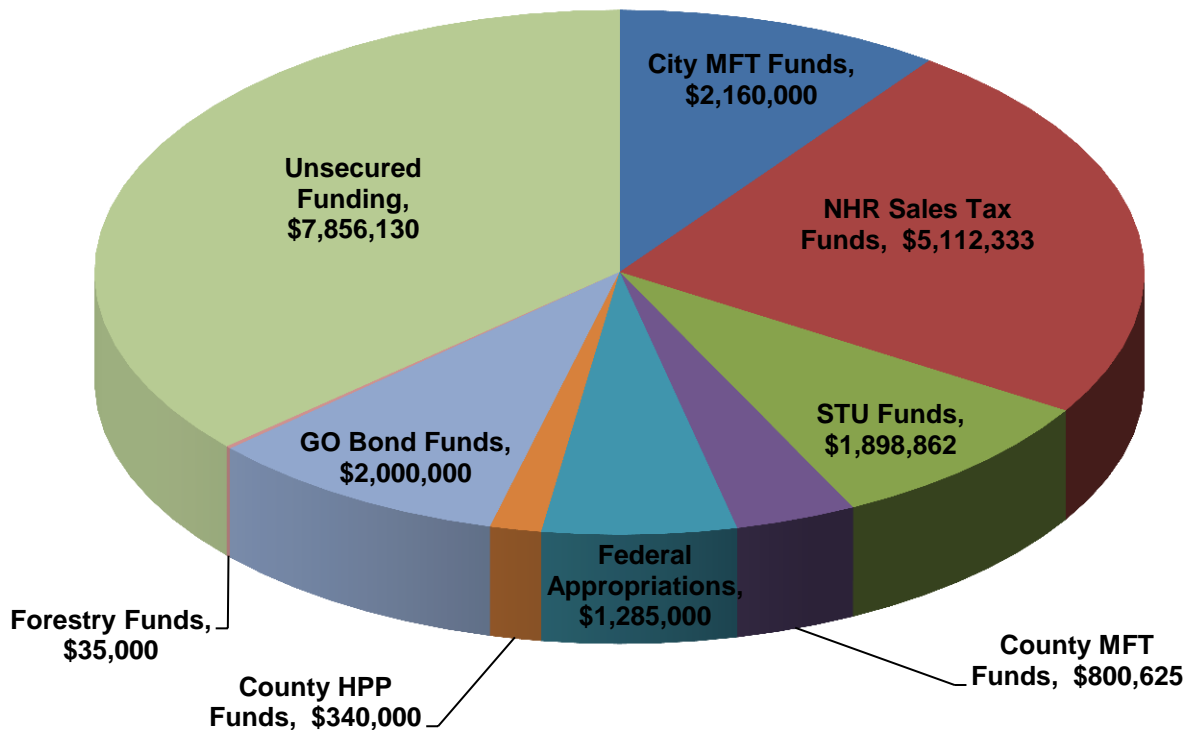
This project includes the removal of an existing bituminous overlay and the partial restoration of the existing brick street beneath. This project is for one block of McLean Street between Decatur and Wyatt Streets and is programmed for FY 2018.

3. Five Year Capital Improvement Plan (FY 2014-FY 2018)

3.1 Projected Transportation Fund Revenues by Fiscal Year

	Estimated FY 2013 Fund Balance	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
NHR Sales Tax	\$1,508,000.00	\$770,000.00	\$780,000.00	\$790,000.00	\$800,000.00	\$810,000.00
MFT Fund	\$510,000.00	\$330,000.00	\$330,000.00	\$330,000.00	\$330,000.00	\$330,000.00
STU Fund	\$1,327,047.00	\$114,363.00	\$114,363.00	\$114,363.00	\$114,363.00	\$114,363.00
Other Funds	\$0.00	\$35,000.00	\$0.00	\$4,425,625.00	\$0.00	\$0.00
Total Funds	\$3,345,047.00	\$1,249,363.00	\$6,681,613.00	\$5,659,988.00	\$1,244,363.00	\$3,754,363.00
Obligations	\$0.00	\$(179,363.00)	\$(91,303.00)	\$(25,000.00)	\$(25,000.00)	\$(25,000.00)
Total Funds Available	\$3,345,047.00	\$4,415,047.00	\$5,548,107.00	\$11,183,095.00	\$12,402,458.00	\$13,631,821.00

3.2 Total Roadway Funding Required - \$21,487,950.00



3.3 FY 2014 Project Listing

<i>Project Number</i>	<i>Project Name</i>	<i>Description</i>	<i>Funding Source</i>	<i>Total Cost (approximate)</i>
1	Oglesby Avenue Bridge Removal	Removal of existing bridge over Brainards Branch and construction of cul-de-sac south of Brainards Branch. Project also includes either a cul-de-sac or total pavement removal between Brainards Branch and 20th Street.	NHR Sales Tax	\$112,000
2	Pulaski Street Reconstruction	Total reconstruction of Pulaski Street between Hamilton and Ladue Streets from a brick pavement to a 32 foot wide concrete pavement.	NHR Sales Tax	\$1,200,000
3	2014 Street Pulverization and Seal Coat Program	Pulverization, re-grading, and compacting of approximately 4.3 miles of oil/chip and poor bituminous pavements. Seal Coating of approximately 8.6 miles of pavements.	NHR Sales Tax	\$404,800
4	2014 Misc. Maintenance Program	Includes gutter cleaning, snow removal and salt spreading, spot patching, crack sealing, cleaning of inlets and culverts, alley maintenance, and traffic signal energy and maintenance.	MFT Fund	\$325,000.00
5	Kickapoo Street Safety Modifications	Installing rumble strips and striping on south Kickapoo Street to calm traffic speed.	NHR Sales Tax	\$10,000.00
6	2014 Street Tree Inventory	Inventory of City's street trees & preparation of EAB management plan	Forestry Fund	\$35,000.00
7	Heat Scarification and Microsurfacing Program	Heat Scarification and microsurfacing of approximately 2.6 miles of City streets	NHR Sales Tax	\$386,000.00
8	Hamilton Street Whitetopping	Milling and Overlay of one block of Hamilton Street between Pulaski and Broadway Streets with 4" concrete pavement.	NHR Sales Tax	\$84,300.00
9	2014 Brick Street Repair Program	Partial restoration of existing brick streets by replacing existing concrete and bituminous patches and surface deformations with reclaimed brick pavers. Streets include N. Ottawa Street between Broadway and Pekin Streets, McLean Street between Keokuk Street and Lincoln Avenue, McLean Street between Clinton and Decatur Streets (adjacent to Scully Park), and Seventh Street between Pine and Walnut Streets (adjacent to APEX site).	NHR Sales Tax	\$238,800.00
10	2014 Sidewalk Inventory and Condition Index	Inventory of City's sidewalks and rating of their condition for prioritization of maintenance and construction funds.	NHR Sales Tax	\$30,000.00
11	2014 Curb and Gutter and Sidewalk Program	Repair and infill of City's sidewalks and curb and gutter.	MFT Fund	\$170,000.00
Total FY 2014 Roadway Projects				\$2,883,900.00

3.4 FY 2015 Project Listing

<i>Project Number</i>	<i>Project Name</i>	<i>Description</i>	<i>Funding Source</i>	<i>Total Cost (approximate)</i>
12	High Speed Rail At-Grade Crossing Improvements	Total reconstruction of Sangamon Avenue and Chicago Street between Decatur Street and Pekin Street using brick pavers. Total reconstruction of Decatur, Clinton, Pulaski, Broadway, and Pekin Streets between Sangamon Avenue and Chicago Street using brick pavers. Total reconstruction of Keokuk and Tremont Streets between Sangamon Avenue and Chicago Street. All reconstruction to be done by Illinois Department of Transportation at no cost to the City of Lincoln. Cost included is for upgrade of planned improvements from bituminous pavement surface to brick pavement surface in Historic Sangamon Street District.	Unsecured	\$2,058,600.00
13	Downtown Streetscape	Total reconstruction of 12 blocks of downtown pedestrian sidewalks, including ADA upgrades, parking, street furniture, and curb extensions.	Unsecured	\$2,300,000.00
14	Union Bike Trail	Development of the first phase of the Union Bike Trail from Adams School north to Kickapoo Creek.	Unsecured	\$1,098,650.00
15	2015 Microsurfacing Program	Microsurfacing of approximately 5.4 miles of city streets.	NHR Sales Tax	\$267,900.00
16	2015 Misc. Maintenance Program	Includes gutter cleaning, snow removal and salt spreading, spot patching, crack sealing, cleaning of inlets and culverts, alley maintenance, and traffic signal energy and maintenance.	MFT Fund	\$325,000.00
17	2015 Brick Street Repair Program	Partial restoration of existing brick streets by replacing existing concrete and bituminous patches and surface deformations with reclaimed brick pavers. Streets include Logan Street between Clinton and Decatur Streets, McLean Street between Lincoln Avenue and Peoria Street, Water Street between Delavan and Tremont Streets, and Seventh Street between Pine and Mill Streets.	NHR Sales Tax	\$196,300.00
Total FY 2015 Roadway Projects				\$4,187,850.00

3.5 FY 2016 Project Listing

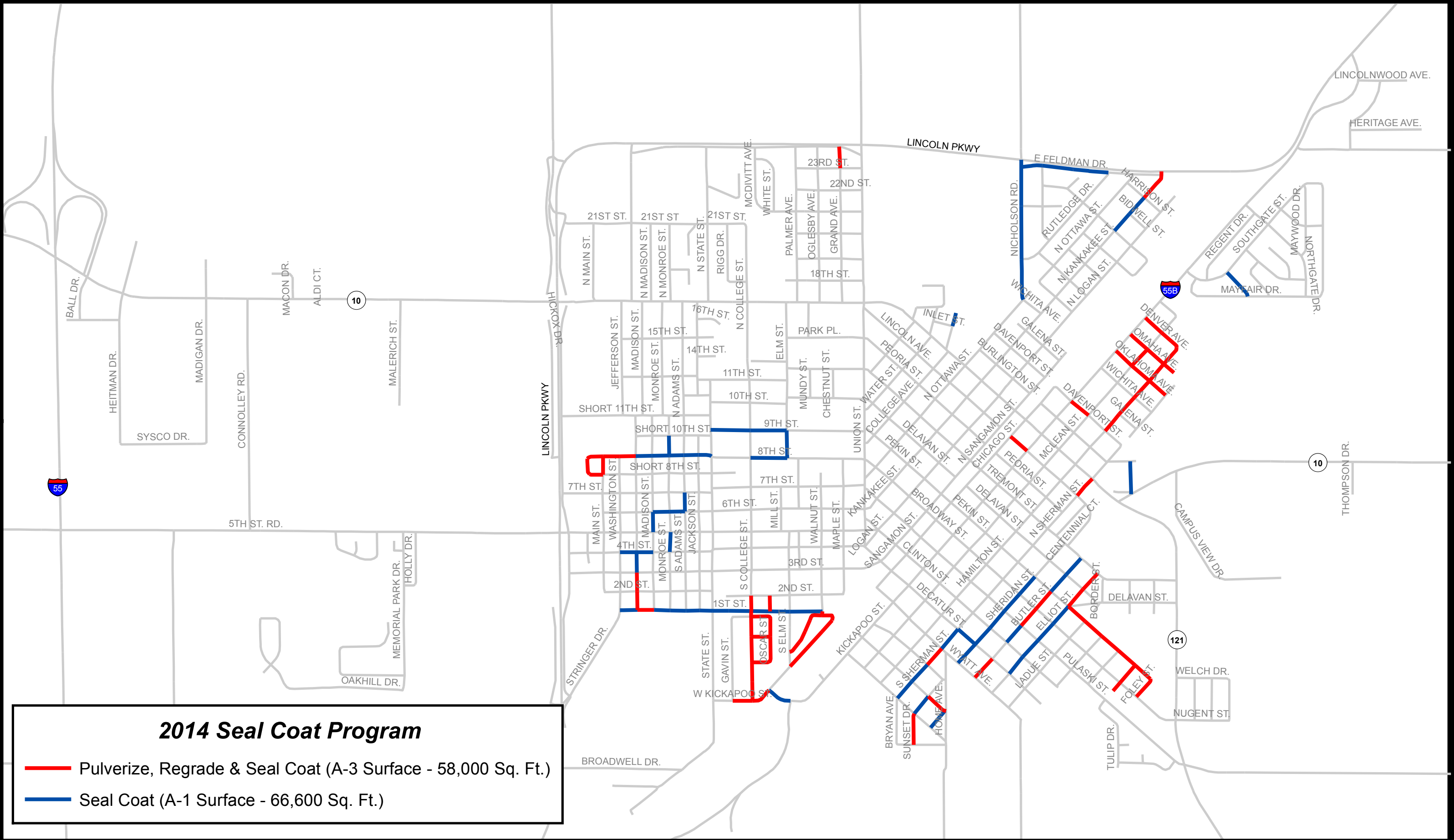
<i>Project Number</i>	<i>Project Name</i>	<i>Description</i>	<i>Funding Source</i>	<i>Total Cost (approximate)</i>
18	Fifth Street Road Reconstruction	Total reconstruction of Fifth Street Road from Lincoln Parkway to Interstate 55. Project includes a bike trail.	Federal Appropriation s, STU Funds, County MFT Funds, County HPP Funds, GO Bond Funds	\$6,242,500.00
19	2016 Street Pulverization and Seal Coat Program	Pulverization, re-grading, and compacting of approximately 4 miles of oil/chip and poor bituminous pavements. Seal Coating of approximately 8 miles of pavements.	NHR Sales Tax	\$385,000.00
20	2016 Misc. Maintenance Program	Includes gutter cleaning, snow removal and salt spreading, spot patching, crack sealing, cleaning of inlets and culverts, alley maintenance, and traffic signal energy and maintenance.	MFT Fund	\$325,000.00
21	2016 Pavement Condition Index	Update of City's roadway condition rating.	NHR Sales Tax	\$20,000.00
22	2016 Brick Street Repair Program	Partial restoration of existing brick streets by replacing existing concrete and bituminous patches and surface deformations with reclaimed brick pavers. Streets include McLean Street between Peoria and Delavan Streets, Tenth Street between Elm and Mundy Streets, and Ladue Street between Broadway and Pulaski Streets.	NHR Sales Tax	\$217,500.00
23	2016 Curb and Gutter, Sidewalk, and Concrete Patching Program	Repair and infill of City's sidewalks and curb and gutter. Also includes concrete pavement patching on Heitmann Drive.	MFT Fund	\$195,000.00
Total FY 2015 Roadway Projects				\$7,385,000.00

3.6 FY 2017 Project Listing

<i>Project Number</i>	<i>Project Name</i>	<i>Description</i>	<i>Funding Source</i>	<i>Total Cost (approximate)</i>
24	Kickapoo Street Reconstruction	Total reconstruction of Kickapoo Street between Clinton Street and Wyatt Avenue as a concrete pavement.	NHR Sales Tax	\$420,000.00
25	2017 Microsurfacing Program	Microsurfacing of approximately 4 miles of city streets.	NHR Sales Tax	\$228,800.00
26	2017 Misc. Maintenance Program	Includes gutter cleaning, snow removal and salt spreading, spot patching, crack sealing, cleaning of inlets and culverts, alley maintenance, and traffic signal energy and maintenance.	MFT Fund	\$325,000.00
27	4th and Burlington Streets Overlay	Patching and bituminous overlay of 9 City blocks including 4th Street (between State Street and Maple Street) and Burlington Street (Between Kickapoo and Commercial Drive).	NHR Sales Tax	\$288,000.00
28	McLean Street Brick Restoration Project	Removal of existing bituminous overlay and restoration of one partial block of existing brick McLean Street between Broadway and Pekin Streets.	NHR Sales Tax	\$118,800.00
29	2017 Brick Street Repair Program	Partial restoration of existing brick streets by replacing existing concrete and bituminous patches and surface deformations with reclaimed brick pavers. Streets include Lincoln Avenue between Water and College Streets, and McLean Street between Keokuk and Davenport Streets.	NHR Sales Tax	\$168,300.00
30	Ottawa Street Brick Restoration Projects	Removal of existing bituminous overlay and restoration of one partial block of existing brick Ottawa Street between Union and Broadway Streets.	NHR Sales Tax	\$62,000.00
Total FY 2017 Roadway Projects				\$1,610,900.00

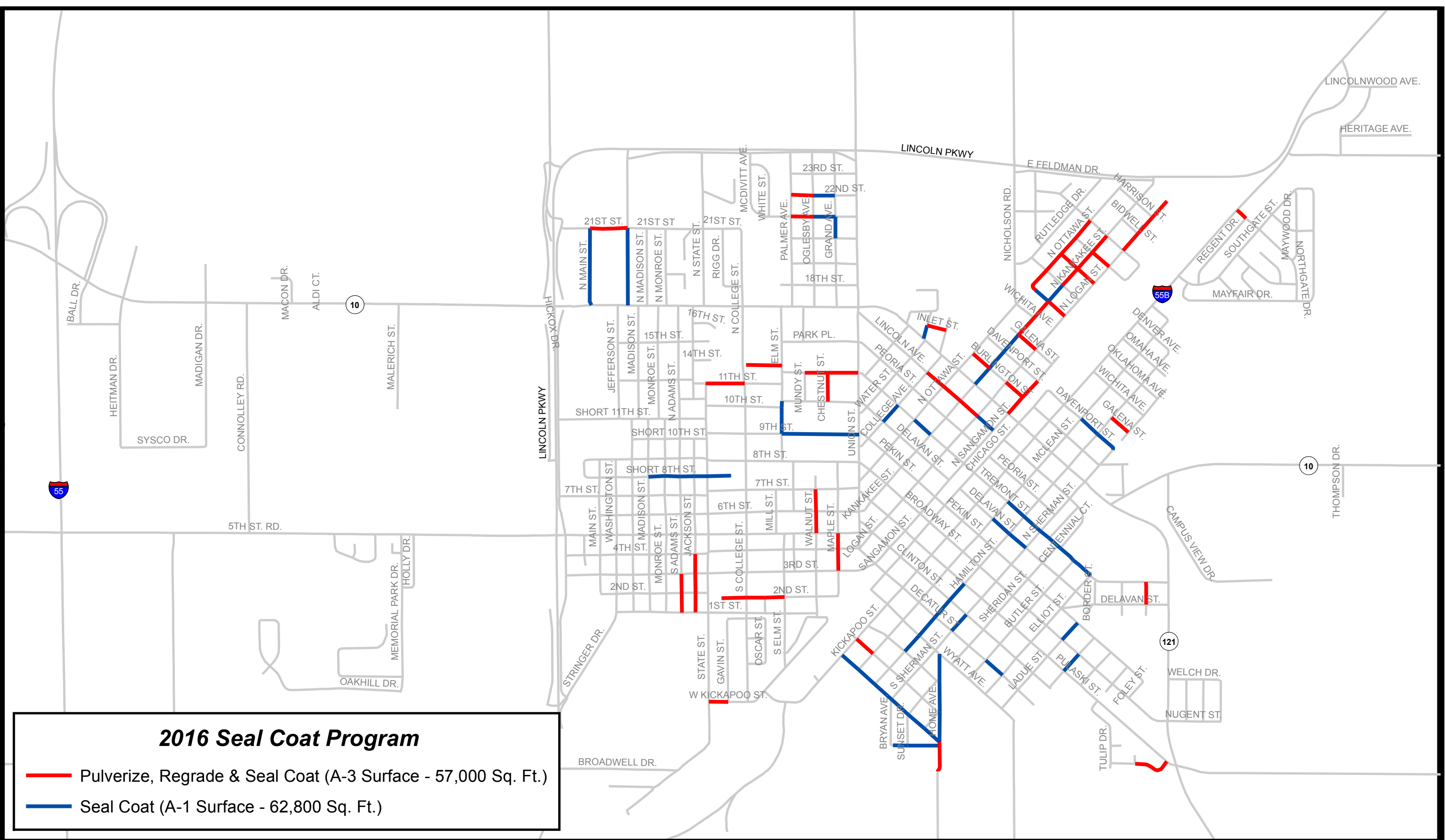
3.7 FY 2018 Project Listing

<i>Project Number</i>	<i>Project Name</i>	<i>Description</i>	<i>Funding Source</i>	<i>Total Cost (approximate)</i>
31	Stahlhut Drive Extension	Extension of Stahlhut Drive from existing end to Woodlawn.	Unsecured	\$2,500,000.00
32	2018 Misc. Maintenance Program	Includes gutter cleaning, snow removal and salt spreading, spot patching, crack sealing, cleaning of inlets and culverts, alley maintenance, and traffic signal energy and maintenance.	MFT Fund	\$325,000.00
33	2018 Brick Street Repair Program	Partial restoration of existing brick streets by replacing existing concrete and bituminous patches and surface deformations with reclaimed brick pavers. Streets include Pekin Street between Sherman and Sheridan Streets, part of Lincoln Avenue between Clay and Union Streets, and Sixth Street between Mill and Pine Streets.	NHR Sales Tax	\$157,200.00
34	McLean Street Brick Restoration Project	Removal of existing bituminous overlay and restoration of one block of existing brick McLean Street between Decatur and Wyatt Streets	NHR Sales Tax	\$97,500.00
35	2018 Curb and Gutter and Sidewalk Program	Repair and infill of City's sidewalks and curb and gutter.	MFT Fund	\$170,000.00
Total FY 2018 Roadway Projects				\$3,249,700.00



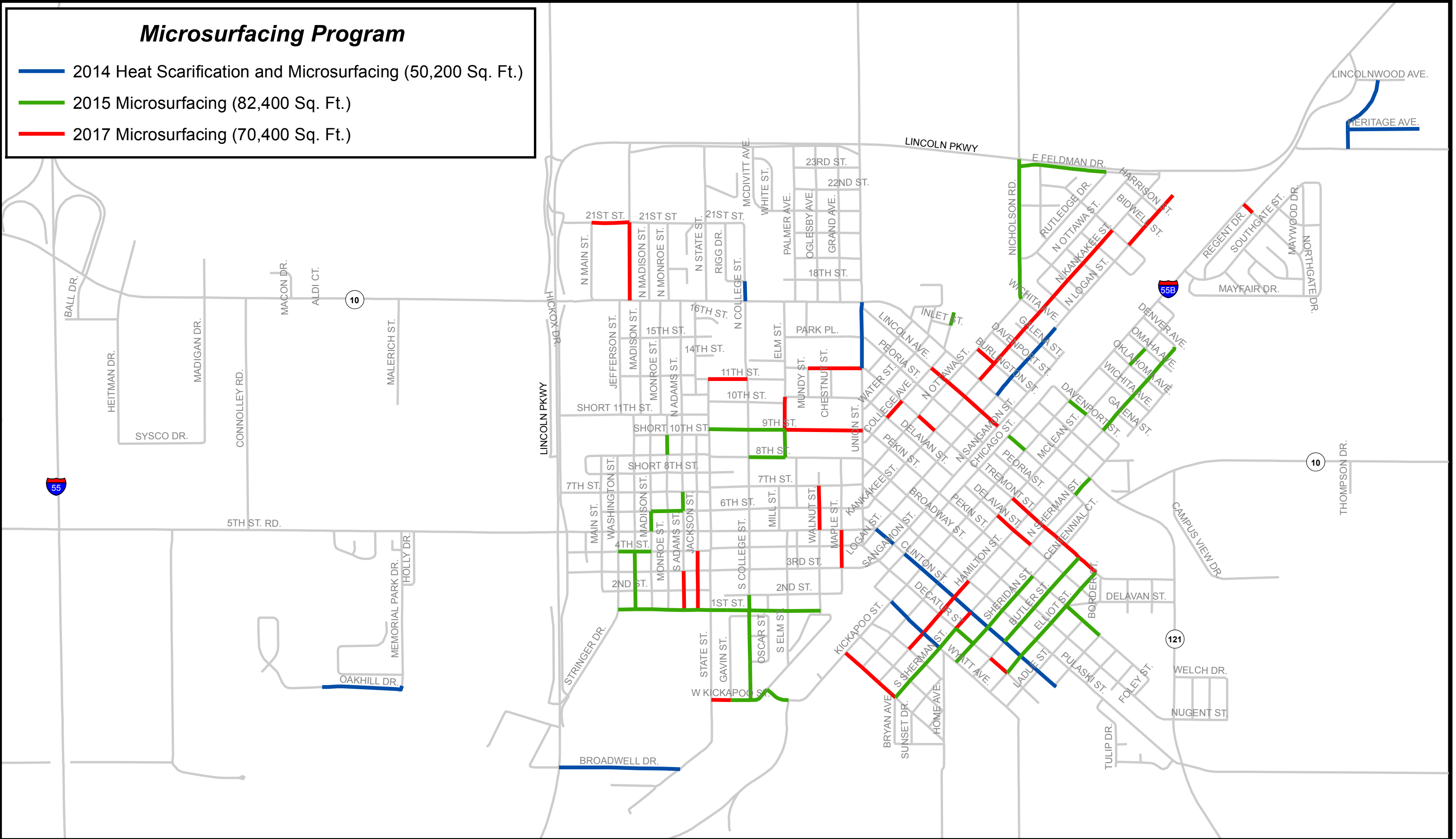
2014 Seal Coat Program

- Pulverize, Regrade & Seal Coat (A-3 Surface - 58,000 Sq. Ft.)
- Seal Coat (A-1 Surface - 66,600 Sq. Ft.)



Microsurfacing Program

- 2014 Heat Scarification and Microsurfacing (50,200 Sq. Ft.)
- 2015 Microsurfacing (82,400 Sq. Ft.)
- 2017 Microsurfacing (70,400 Sq. Ft.)



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Microsurfacing Program
2014-2018 Capital Improvement Plan
Lincoln, IL

Individual Capital Projects

Oglesby Avenue Bridge Removal Project

Pulaski Street Reconstruction Project

Kickapoo Street Safety Modifications

Hamilton Street Whitetopping

High Speed Rail At-Grade Crossing Improvements

Fifth Street Road Reconstruction

Kickapoo Street Reconstruction

4th and Burlington Streets Overlay

Downtown Streetscape

Union Bike Trail

Stahlhut Drive Extension

